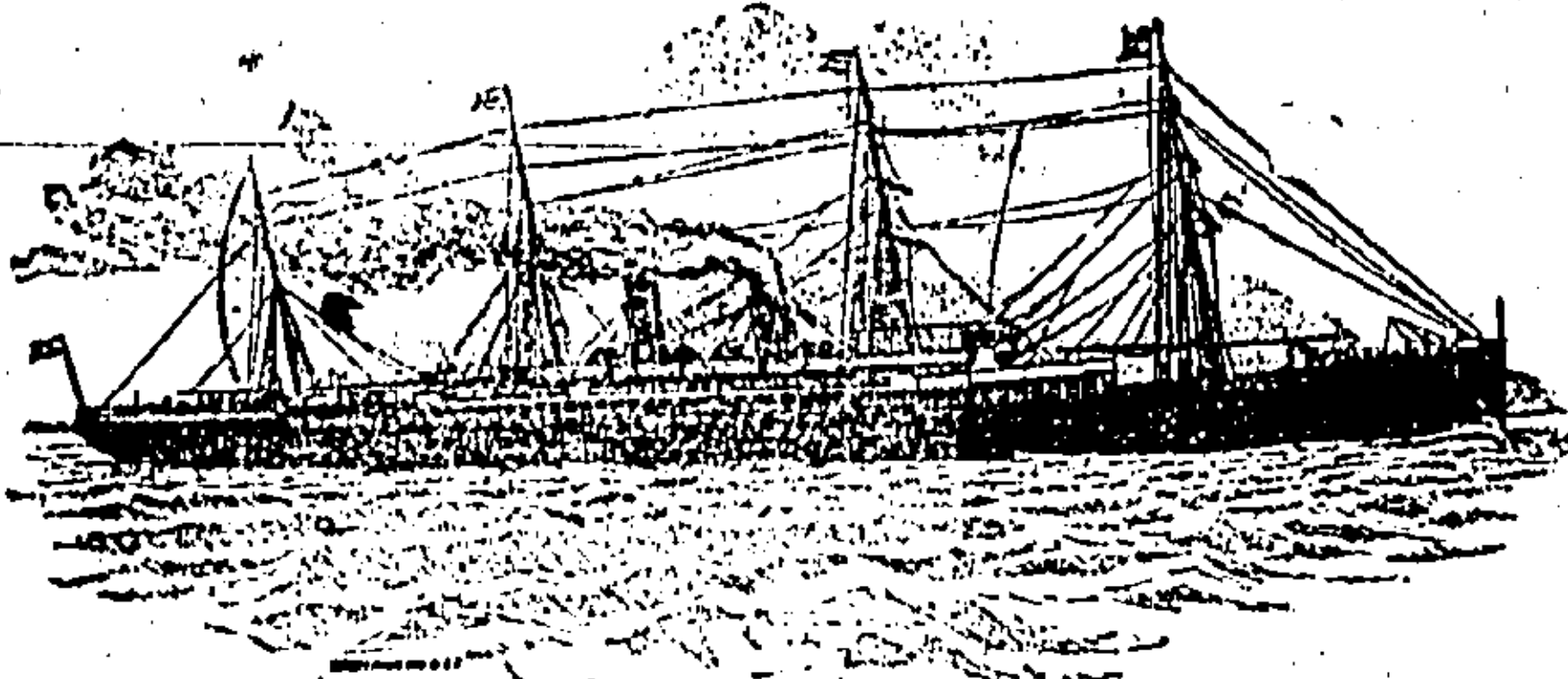


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons...	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 "	FRIDAY, 18th December, at Noon.
"KOREA"	11,276 "	SATURDAY, 26th December, at Noon.
"GALIC"	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	SATURDAY, 9th January, at Noon.
"CHINA"	5,060 "	TUESDAY, 19th January, at Noon.
"DORIC"	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 13th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 9th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 3rd December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EXPRESS" Twin Screw Steamships—6,000-Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAYRE and HAMBURG.	15th Dec. } Freight.
Forst	(Calling at SINGAPORE and COLOMBO).	
NURNBERG	HAYRE and HAMBURG.	29th Dec. } Freight.
Janub	(Calling at SINGAPORE and PENANG).	
AMBRIA	HAYRE and HAMBURG.	5th January, 1904. } Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).	
NUBIA	NEW YORK	About end of } Freight.
von Hoff	VIA SUEZ	December.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 1st December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,363 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,363 "	A. W. Dixon.
"HANKOW"	2,373 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. Sunday

Do. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	509 "	C. Butchart.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days.

These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	Kobe and YAMA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMAH	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE AGENTS,

THE HOLLAND-CHINA-TRADING CO.

Telephone No. 201.

Hongkong, 30th November, 1903.

[1163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

[Telephone: Works, No. 508; General, No. 376.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

EDWARDS, PIRY & COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF EDWARDS, PIRY & COMPANY, LIMITED, will be held at the Company's Office, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:—

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Snowell Plant.

2. That the Company be wound up voluntarily, so far as it was necessary for winding up.

3. That Joseph Snowell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

No. 1, Duddell Street,
Hongkong, 21st November, 1903. [1404e]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUNPRACTICE will take place from Lyemun (Pak-sha-wan and Sywan Batteries) in the direction of the entrance to Junk Bay at ranges from 4,000 to 2,000 yards, on the 11th of December, and from Stonecutters West Battery in a South-Westerly direction at ranges from 2,000 to 600 yards, on the 12th of December, 1903.

If the weather is unfavourable on either of the above dates, practice will take place on the 14th of December.

Practice will commence at 9:30 A.M. on the 11th and at 9 A.M. on the 12th, and end at 11 A.M. daily, if the range is clear.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd December, 1903. [1457e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that heavy GUN PRACTICE will be carried out from Victoria Battery on the 16th of December, between 9 and 11 A.M., if the range is clear, but if not it will be carried out at a later hour on the same date. The firing will be at a target moving from a point opposite Lower Belchers Battery, South-West of Stonecutters Island, to Chung Hue, at a range of about 4,500 yards.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st December, 1903. [1444e]

GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on MONDAY, the 7th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Forms of Tender can be had on application.

GEO. H. FERRIER,
Colonel,
Chief Paymaster, China.

His Majesty's Treasury Office,
Queen's Road,
Hongkong, 2nd December, 1903. [144 e]

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [1432e]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. [139]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEICHART, a red Abr Wine at \$12.50

GRAACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarter Orders.

Intimations.



A. S. WATSON & CO., LIMITED.

WE ARE SELLING
AN UNIQUE SELECTIONPUREST AND BEST
CONFECTIONERYRECEIVED FROM THE
LEADING LONDON AND PARIS
HOUSES
Comprising the simple kinds to those
of the
MOST RECHERCHE DESCRIPTION,
DAINTILY PACKED.AN EXCEPTIONALLY GOOD
ASSORTMENTCHRISTMAS
AND
NEW YEAR CARDSFOR DESPATCH BY THE
HOMEWARD MAILS.A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

A CHEE & CO.,
祥利廣TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. J. Code.Liebig's Standard Code.
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made in the tropics—SAN MIGUEL.NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.BIRTH.
At Swatow, on the 15th Nov., to Rev. and
Mrs. GEO. H. WATERS, a son (Herbert Ogden).

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 4, 1903.

RACIAL DISTINCTIONS IN
EDUCATION.The correspondence arising out of the
report of the Education Committee, 1902,
and laid before the Legislative Council at a
meeting on the 19th ultimo, contains a most
interesting minute by Dr. Bateson Wright,
headmaster of Queen's College, who em-
phatically disputes the desirability of adopt-
ing the recommendation of the Committee
that the College should revert to the
purpose for which it was originally intended,
and supply an education only to Chinese
and to Eurasians who elect to be educated
as Chinese. The minute, which was en-
closed in a covering letter, dated, Queen's
College, 23rd April, 1902, was forwarded to
the Secretary of State by Major-General Sir
W. J. Gascoigne, as Officer Administering the
Government, who pointed out that Dr.
Wright's opinions were of considerable weight
and must command respect. Indeed, it seems
strange that, having regard to his lengthy
experience in the Colony and exceptional
qualifications as headmaster of the principal
educational institution in the Colony, he was
not invited to take a seat on the Education
Committee, whose recommendations pro-
posed such radical changes in the educational
system of the Colony based, framed and
improved upon as the result of mature
deliberations of the special needs of
Hongkong and the peculiar constitution
of the heterogeneous population for whose
requirements a special system was called
into existence. Although, personally, Dr.
Wright views the provision of different
schools for different nationalities as opposed
to elsewhere universally approved educa-
tional and Imperial policy, and as liable
to produce racial ill-feeling, he confines his
minute to the effect on Queen's College of
the suggestion to restrict its advantages to
boys in Chinese dress. From 1897, or 15
years before his arrival, no boy, he says, has
been excluded from the College on account
of his nationality, and he stoutly maintains
that this proper course should be continued;
that parents should not be compelled to
send their boys to a school, with which for
any reason they are dissatisfied. A certain
number of English, Portuguese, Italian and
German boys actually prefer the course of
education at the College, and Dr. Wright
sees no objection to their parents' complying
with this reasonable desire; any more than
he raises objections to boys leaving him for
other schools. The Committee's suggestion
was that Portuguese boys should attend St.
Joseph's College, British boys Victoria British
school or Kowloon British school, Chinese
and Eurasians Queen's College, while schools
would hereafter be provided for Mohammed-
dians, Parsees, Jews, etc. Dr. Wright contends
that in recommending the abolition of the
non-Chinese classes that have existed for a
dozen years, the chief purpose of the Educa-
tion Committee was to enable one English
master to be connected with the three sec-
tions of each class. He points out that, as
the normal master would be in constant super-
vision of the six sections of the preparatory
school, there only remained for the eight
English masters, at the utmost, six classes
of three sections each. Two masters, he
says, can well be spared for the two non-
Chinese classes, and leave six for sixteen
sections, which is more than sufficient for
the purpose the Committee had in view.With regard to his motive in forming these
classes, Dr. Wright thinks that some mis-
apprehension existed, and explains that it
was because he observed that two or three
non-Chinese boys in each section throughout
the college suffered in their education, be-
cause in competing with Chinese boys, they
were so completely out-distanced, that they
lost the necessary stimulus of emulation. In
combined classes, it is rare for a non-Chinese
boy to be amongst the first dozen. The
worthy headmaster believed that Sir Henry
Blake was "strangely misinformed" when
he wrote that "European scholars are obli-
gated to regulate their progress by that of their
Chinese classmates who are painfully en-
deavouring to assimilate Western education
taught to them as in a foreign language." He
affirmed that as a matter of fact in combinedclasses, "Chinese are more rapidly qualified
for promotion, and leave behind them in the
lower class non-Chinese boys." He con-
cludes his minute by recommending that the
non-Chinese classes be permitted to continue
until (if ever) they become extinct in natural
course by changes effected elsewhere.LOCAL AND GENERAL.
THE *Cableways* informs its readers that the
Kaiser will go to Italy, on the advice of his
physicians, to pass a few weeks convalescence.
THE U. S. Minister at Port au Prince has
refused to recognise the government which
the revolutionary general, Jimenez has es-
tablished at San Domingo.By kind permission of Major Radcliffe and
Officers the Band of the 93rd Burma Infantry
will play at the Hongkong Hotel to-morrow,
(Saturday) from 8 to 9.30 p.m.THE Japanese cruiser *Aki sushima*, Captain
Yamaya, arrived last evening from Amoy. She
left the northern port on the 30th ult. The
Takachiho left the same port the day before
and also arrived in the harbour yesterday.It is estimated by the Treasury Department
that the exports of the United States for the
current year will reach the great total of
\$1,500,000,000. The imports will be about
\$1,000,000,000, half of it raw material for man-
ufactures.In the small hours this morning, Messrs.
Butterfield & Swire's *Whitening* went on fire
while undergoing repairs on the Pootung side.
She was burnt to the waters edge and was
partly ashore till the water got in and
capsized her causing her to sink in deep
water.—*China Gazette*, 30th ult.ON the evening of the 31st ultimo, at Tokio,
the President of the Nippon Yusen Kaisha
gave a dinner to the Directors and chief
members of the Head-Office staff for the
purpose of testing the abilities of the cooks and
stewards recently engaged in England, who are
to serve as instructors to the company's officers
in those branches of service.A YOUNG woman was squeezed to death by a
box constrictor at Voelkingen, Prussia, on
October 21 while giving a performance in a
menagerie. The spectators thought at first
that her screams and frantic struggles, as the
snake tightened its coils, were part of the show
and applauded and cried "Bravo!" at the
"realism" of her acting.S.M.S. *Hertha*, will leave Wonsung to-morrow
for Nagasaki with H.R.H. Prince Adalbert on
board, says the *Shanghai Mercury* of 30th ult.
The *Hertha* will take the staff officers and
band from S.M.S. *Furst Bismarck* now being
docked, and will then most likely go to Yokohama
and after a short stay there will proceed to
Tsingtau where she will remain until January.WE (*China Gazette*) understand that Mr. W. A. C.
Plant has retired from the *Sinpo* case on the
ground that in his official position as Crown
Advocate he may have to be consulted by the
British Authorities and desires to be quite
unfettered in the case. It is understood the
trial will begin in the Mixed Court on 3rd
inst.—A special wire published by us yesterday
gave the result of the first day's trial.JAPAN and America seem to have been
prominently associated in pressing for the
opening of Yung-Am-pho, whereas Mr. Pavlov
stubbornly opposed the measure. If any three
of the strong Powers would simply unite their
voices and declare what must be done, done it
would be most assuredly, and that without any
fighting. America, England and Japan, for
example, might demand anything in reason
from Russia with absolute certainty that their
demand would secure acquiescence. But
there seems to be some insuperable obstacle
to such unity of action.—*Ex.*THE British steamer *Elax* ran ashore between
the first and second forts off Futu near Yokosuka
on the morning of Nov. 20th while on her
way to Singapore, having left Yokohama early
the same morning. The Nippon Yusen Kaisha's
Shanghai liner *Kosai Maru* passing the spot
about 1.30 p.m., reported to the Customs
Later, some officials of the Customs were sent
to the scene for the purpose of inspection, and
the agents of the *Elax* despatched a steamer
to assist her. On the 22nd at 11 a.m., the
Yamagata-ya's steamer, 14th, *Kanaka Maru*
was sent to the spot to take the cargo of the
Elax which was still ashore. She was ulti-
mately floated and arrived at Yokohama on
the morning of Nov. 23rd.THE *Jiji Shimpō's* special correspondent wires
from Wiju under date of the 20th ultimo, that
he has carefully inspected the state of affairs at
Yong Am-pho, and that he finds there a brick
building, which serves as the headquarters of
the timber company, and an iron-frame build-
ing which is to be used as a workshop but has
not as yet been furnished with plant. A bar-
rack measuring some 30 feet by 120 is in course
of construction. As for the alleged fort at
Yong Am-sao, it continues to be obliterated
with earth as it was on the occasion of Mr.
Hagiwara's second visit. People are not
prevented from ascending to the site of the fort
if they insist on doing so, neither are any
serious obstacles placed in the way of ships
touching at Yong Am-pho, provided that they
have a plausible excuse. Of the 150 soldiers
recently stationed at the place, a hundred have
proceeded to Chayong to engage in timber-
felling operations, so that there are only fifty
now in garrison.THE *Monita Cableways* has received a wire
from London stating that Field Marshal Lord
Roberts has resigned his post at the War Office,
his health and old age being the reasons for his
retirement.The Japanese river gunboat *Sumida*, now
being fitted together in the International Dock
at Shanghai is nearly completed and ready to
be launched. She will go into the river on the
5th inst. Her armament is expected shortly.THE monument which it has been decided by
the French Government to raise upon the field
of Waterloo should undoubtedly prove, to judge
from the description of the design decided upon,
an addition to that historic scene irreproachable
on the score of intrinsic merit, says a London
paper.A PUBLIC exhibition of picture postcards is
being organised, and the curiosity of collectors
is no doubt aroused. The craze, it is true, is
hardly ten years old; but recognition has
already been accorded to many "rarities," not
to be seen in the stationers' shops, nor to be
purchased save at fancy prices. A typical
case is that of a "Dreyfus set," originally
issued at the modest price of a franc and a half,
which has since changed hands for £8. Then
there are the cards suppressed for political
reasons by Continental Governments.—*L. & C.
Express.*CATTLE DISEASE AT HONGKONG
DAIRY.ANIMALS TO BE SLAUGHTERED AND
DUMPED AT SEA.A special meeting of members of the Sanitary
Board was held this afternoon for the
purpose of considering what steps should be
taken regarding the outbreak of a cattle disease
at Kennedy's Dairy, East Point. Dr. Gibson
and Dr. Hunter are at present investigating the
nature of the disease, which, according to a
statement of the President yesterday afternoon,
was formerly known as indigestion. The Hon.
Dr. J. M. Atkinson presided, and there were
also present Hon. A. W. Brown (Registrar-
General), Col. W. E. Webb, R.A.M.C., Mr. A.
Rumjahn and Mr. G. A. Woodcock (secretary).The President said he thought it necessary
to call a special meeting of the Board as the
Colonial Veterinary Surgeon reported to him
that morning that eight of the cattle
had died of the disease at Kennedy Town—
seven fatal cases having occurred since yester-
day. Altogether there were 55 animals in the
herd, of which eight had died, 42 were
sick, and five had not contracted the disease.There was no doubt that it was highly
infectious and that, in all probability, the whole
of the herd would take the infection. Taking
into consideration the fact of the dairy being
also a stable, with many people going in and
out, there was a risk of the infection being
carried to other dairies in this neighbourhood,
and this in spite of all possible precautions being
taken. Under bye-laws dealing with the im-
portation and inspection of animals, where it
appears to the Colonial Veterinary Surgeon that
disease exists or has within 56 days existed in
any place where animal are kept, the Board
may declare such place to be infected and take
such steps to prevent the spread of disease as
the Board may deem fit. It would be a
serious matter, he said, if the disease spread
to the other dairies and affected the food supply
of the Colony. Under section 51 of the
Public Health and Buildings Ordinance, the
Board had power to order that the whole
herd be slaughtered if it was thought necessary
to check the disease, and if that was done
compensation could be awarded, provided that
it should in no case exceed \$100 for each
animal.The Colonial Veterinary Surgeon, who had
been called before the Board, said the average
price of the cows was from £30 to £32 each,
while the calves were about half that value.Col. Webb inquired whether there was any
possibility of isolating the cattle.The Colonial Veterinary Surgeon thought it
was impossible, explaining that it was a
different matter from the Dairy Farm Com-
pany's premises, where there was no connection
between the sheds, whereas in the present
instance there was a possibility of the disease
being carried by horses and mules con-
tinually passing out.Mr. Rumjahn asked whether any cattle had
been lately imported.The C. V. S. replied that the last lot was in
May, the animals coming from Australia.The President supposed there were no means
of obtaining any information that would tend
to show the origin of the disease or how it was
introduced.The C. V. S. had an idea that the food sup-
ply might have been the cause, but on inquiry
found that none was obtained in the Colony.Mr. Rumjahn pointed out that, lately, some
China ponies for the races had been taken to
Kennedy Stables from Shanghai.The President replied that they had not yet
arrived, andThe C. V. S. said that in a day or two the
China ponies and griffins would be coming
down, and would fill up the stables, making
traffic still greater about the place.After further discussion, the President pro-
posed, Mr. Rumjahn seconded, and it was
agreed, that the rest of the cattle be shot, and
the carcasses placed in junks and dumped at sea.

FOOTBALL.

To-morrow afternoon on the Happy Valley
the Hongkong Football Club will play a Naval
team, under Rugby rules. Kick-off at 4.15 p.m.
The Club will play in Stripes. The following
will play for the Club:—W. A. Crake, full back;
O. J. Barnes, W. R. Robertson, Lt. P. H.
Campbell, A. Schanders, three-quarters; A. G.
M. Fletcher, A. Gordon, halves; E. R. Hallifax,
E. D. C. Wolfe, H. F. Chard, H. C. Sandford,
A. H. H. M. R. Stover, P. S. Jameson, and
Lt. E. Rogers, forwards.CRICKET.
PARSEE C. C. v. A. O. C.
A League match will be played on Saturday,
the 5th instant, at Happy Valley, on the Parsee
ground, between the Parsee Club and the A.
O. C. The following will play for the Parsees:—
R. B. Cooper, B. K. Mehta, A. B. Avasia, J.
M. Master, J. A. Chinoy, D. R. Captain, J. H.
Ruttonji, J. D. Noria, J. N. Mehta, P. Bejonji,
and M. D. Vania.The following is the present position of
the Clubs playing under the newly-organised
League system:—

LEAGUE TABLE.

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	4	4	1	0	12
Civil Service	4	3	0	1	10
R. A. M. C.	4	2	2	0	6
"Tamar"	4	1	2	1	4
Craigengower	3	1	2	0	3
H. K. C. C. "A"	1	0	1	0	0
Parsees	1	0	1	0	0

The matches down for decision to-morrow,
are as follows:—Craigengower C. C. v. H. K.
C. C. "A," Parsees v. A. O. C., and R. E. v.
"Tamar."

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be
held on Monday next, at 3 p.m. The following
are the orders of the day.

THE FISCAL POLICY OF THE HOME GOVERNMENT.

INTERESTING DEBATE.

MR. W. A. SIMS' EXCELLENT SPEECH.

A large and enthusiastic meeting of members of the Union Church Literary Club met in the Lecture Hall of the Union Church last night to debate on the "Fiscal Policy of the Home Government." Considerable interest in the subject was aroused and the large number of the public present at the meeting testified to the keen interest evinced in Hongkong in the question of the Fiscal Policy.

The speeches, especially those of the proposer of the resolution (Mr. W. A. Sims) and of the proposer of the amendment (Mr. H. Hursthouse) manifest an appreciation of the momentous question at issue which do credit to the speakers as well as the debating society to which they belong.

The chair was taken by Mr. J. Dyer Ball, M.R.A.S. at 9 o'clock. In the course of an eloquent speech, which was received with loud applause and frequent cheers.

Mr. Sims said:—As doubtless very many of you are anxious to aid the discussion, I do not propose myself to occupy very much of your time, my endeavour being only to place certain views before you—in support of those views as far as I can in the time by an appeal to argument—leaving you to throw further light upon them. I trust the fact that we are no proprietary concern will be very particularly emphasized on this occasion, which is our first debate.

It has been suggested to me that we are touching dangerous ground in debating things political; but the subject of our discussion seemed to me to be such an important one that our programme would hardly be complete without a reference to it. At the same time I do not admit that this is a political question in the sense that party strife is involved. It is political inasmuch as it is national. The English people are at a crisis in their history, and it is necessary for all of us to arise above the belittling and foolish inconsistencies of party warfare in deciding a question of such far-reaching importance. We are here to feel the general disturbance this matter is causing at home where the people are suffering from "fiscalitis"; but coming upon the worries and trials of South African warfare we are proud to feel that as Englishmen there is still amongst us a vigour of thought and strenuousness of purpose in spite of the pessimistic utterances of some who would appear to regard every other nation better than their own. And whatever our opinions we cannot fail but to regard with pride the indomitableness and vigour shown by him who has thrown position to the winds in order that he may awaken the nation to a sense of what he considers the dangers of the present situation. (Applause) One is sickened at the foul depth to which party hatred will drag the supposed intellectual and enlightened when we see how the situation at present and the lowest depth of political profligacy. As Cobden said in 1843: "It is time to give up bandying the terms 'Whig' and 'Tory' and engage in a serious inquiry into the condition of the country."

As the subject is perhaps dry, though important, I feel that you must all, by being here, have a deep interest in it. Consequently, I ask no pardon in not attempting to make my remarks elaborate and in submitting more particularly plain facts. Figures are difficult to deal with as arguments before a meeting; but it will be necessary to introduce them, and I have in my reading of the past few days fully realized the point of *Funch's* cartoon in which the words of Prince Arthur from *Hamlet* are put into the mouth of Mr. Balfour—

"Oh, dear Ophelia, I am ill at these numbers."

I have not art to reckon." Now this question of fiscal policy is really no new affair. Mr. Chamberlain's so-called new departure is in reality the result of a long course of development. The Colonies have been crying out for years to a deaf parent, but the importunities of affection are winning the day, and the melancholy prophecies of some that the Colonies, as their wealth and production increase, would drift further from the Mother-country are now no longer regarded as sane. Let us not waste the ideal of Free-Trade, (or so-called Free-Trade as I personally do not admit that we have Free-Trade), but confess that it is possible in circumstances have so far changed in the working of the world that old-established theories may no longer apply, and that it behoves us to adjust means to ends—*Tempora mutantur, et nos mutamur in illis*. One is struck at times in perusing literature on the subject by the repetition of mere formulas. Here we should, say:—No can change, "Blong lo custom" (laughter), and it seems as though China was being written about when it is complained that men are sticking to philosophies having application of circumstances totally different from those which we are now called upon to face. Let it not be said of us that loose generalisation and catchy phrase have an almost irresistible influence over us. There is no heresy in inquiry and we cannot say what Adam Smith, Ricardo, John Stuart Mill, Bright, or Cobden might advocate at the present day. We can say that they would consider inquiry helpful in either more completely bearing out existing theories or in suggesting others. And can it be said inquiry is necessary? Have we not as a nation forged ahead in the last 50 years? Has not the wealth of England increased by leaps and bounds? All since the establishment of Free Trade. But has the development taken place on account of Free Trade or in spite of it? There seems to me something in both points. Free Trade assisted us at first when we were the only nation controlling the world's commerce. I am a free-trader in principle and should advocate Free Trade now if the circumstances were as then. It was to all intents and purposes Universal Free Trade

the only possible consistent form which would be tolerated now, but instead we see all around us the nations of the world placing tariff-walls about them, and, strange to say, developing their industry and commerce in a wonderful manner. Universal Free-Trade, or practically that, was not long maintained but still we went ahead. But what were really the causes of our development? In my opinion they were, briefly:—

(1) The growth of the British colonial system, which other countries are now adopting. As Mill in one of his works states:—"Colonisation in the present state of the world is the best affair of business in which the capital of an old and wealthy country can engage"; and Porter in *The Progress of Nations*, written more than a generation ago, says:—"If called upon to declare what circumstances in the condition of England, which, more than all things, make her the envy of surrounding nations, it would be for her colonial possessions that we must attribute that feeling. In the eyes of foreigners those possessions are at once the evidence of our power and the surest indicant of its increase."

(2) Our early achievement of political unity.

(3) Geographical position of England.

(4) Freedom from internal wars.

(5) Our successful wars abroad, thus weakening our competitors.

(6) Continual disturbance of affairs of continental nations.

(7) Natural resources and consequent development of mechanical power.

All these have contributed to our success, but now cannot be held to be applicable for further development. And are we now really developing? As far back as 1881, it is written in a book then published under the title of *The Trade of the World*:—"It seems to be evident that sooner or later our trade relations with the rest of the world will have to engage our most earnest attention and when that day arrives we shall have to meet that question as fearlessly as our soldiers have met their foes." A prophetic utterance. In 1870 the complaints of pauperism and bad trade were so great that they found their expression in two motions in the House of Commons. One calling for State aid for emigration, the other for a committee to investigate our commercial treaties aiming at reciprocity—the first ray of light—and at the present time, on the authority of one who likes "old custom," there are 12 to 14 million people in the British Isles who never get a good square meal, while our standard of physique is so seriously a question that a committee has been appointed to inquire into it. In the past few weeks, having this discussion before me, I have taken the opportunity to make a few extracts from a newspaper, which refer to our Trade Reports. It seems to me that no abstract reasoning nor philosophical deductions of professors of economics can be accepted as absolute arguments as to the effect of certain matters upon trade.

In matters of business, as in affairs of love, theories are frequently useless in practice and, *Ubi videtur, ibi sapientia, et veritas*, and which may be shown by actual experience. Listen to what this experience has to tell us. [Here the speaker quoted statistics of the trade in Denmark, Peru, Mexico, the Philippine Islands, France, the Persian Gulf and other important spheres of British trade where our influence is decreasing.] He continued:—And what are protected countries doing? Germany sent to the British Empire in 1897 4,000,000, in 1900 5,500,000, and in 1902 5,800,000, i.e., an increase of 18 millions in five years. Germany imported from the British Empire in 1897 5,500,000, in 1900 6,600,000, and in 1902 7,200,000, i.e., an increase of two millions in five years.

Take our position in pig-iron—iron is acknowledged to be one of our chief minerals and sources of industrial strength. In 1871-75 Germany produced 1,945,000 tons, the U. K. 6,458,000; in 1891-95 the respective production was 5,681,000 tons and 7,241,000 tons. In 1871-75 Germany produced 5,262,000 tons of iron-ore, the U. K. 15,834,000 and in 1891-95 the respective production of the two nations were 11,679,000 tons and 12,045,000 tons. It is not surprising to read that opinion on the Continent appears to be generally hostile to the new proposals (loud applause). What is the position with regard to our colonies? In 1890 they took from us in imports £110,000,000, in 1900 £116,000,000, a development certainly, but their trade with foreign countries in a similar period has increased from £51,000,000 to £89,000,000. We had 45 per cent of the import trade of Canada, in 1872-81, which has declined in the period 1892-1901 to 26 per cent. In the case of Australasia a decline from 50 per cent to 40 per cent has taken place. The U. K., however, has increased her business with Canada from 42 per cent to 51 per cent and Australasia from one million in 1881 to seven millions in 1901. These are only one or two cases taken from a number, but from the figures all round we cannot evade the consequent conclusion that the trade of protected countries, in the last twenty years, has increased considerably, whilst our own has been scarcely maintained and in some instances decreased. Foreigners are invading our domestic hearth. Our proportionate share of trade of the Empire is declining and if present tendencies continue unchecked a policy of commercial separation will be forced upon the colonies by the slow but sure operation of economic forces. (Loud applause.) We boast of the unique position of Lancashire, but here our trade is being undermined. Germany imported 150,000,000 kilograms of raw cotton in 1884-86 and 280,000,000 kilograms in 1896-98. Italy, Holland, Switzerland, Greece, Sweden, Spain and Belgium all increased their importations of raw cotton and we are so dependent upon the United States that any attempt to corner the market here paralyses us at one of our so-called most powerful industries. Apart from this there are indications that America will shortly have nothing to export for she used considerably more than 90 per cent in 1876 of the

products of her spindles, while we used 15 per cent only, exporting the remaining 85 per cent. What will happen when she requires all her own cotton? We should not, say we must not, be dependent upon a foreign country for our food supplies. (Loud applause.) In 1897-1901, 60,000,000 cwt. out of 95,000,000 cwt. came from one foreign country alone. Other sources of supply merely kept the prices steady. And as we grow more dependent upon them they become more independent of us. There was a decrease in our exports to the United States of \$118,000,000, from 1872 to 1878. In the minds of some there may be the thought:—"Yes, other countries certainly have increased their trade, but is it the result of Protection?" Well, I think I can give you one or two very concrete instances of the direct effect of tariffs upon the importation of manufactured goods.

Take the case of the United States. In 1891 they imported manufactured goods to the value of 76,000,000, the highest amount recorded since 1880. In that year (i.e., 1891) the high McKinley Tariff was passed with the result that in three years these imports—imports which were depriving their own people of work—were reduced to 48,000,000. Heavy duties were then taken off, but what was the result? For the next following three years there were immediate increases of 18, 20, and 20 million pounds sterling, respectively. This brings us to 1897 when another turn was given to affairs, the Dingley tariff reverting to former duties. In 1898 the imports fell to 47,000,000, an immediate decrease of £21,000,000. It seems to me on going through the tables and making these comparisons, the only possible deduction must be that the protection of America's manufacturing industries must have given employment to hundreds of thousands of their people. (Applause.) I have not taken the figures from one-sided party papers, but from specially prepared sources. As a further confirmation of my point, the exportation of U. S. manufactured articles went up from £57,000,000 to £85,000,000 from 1897 to 1901.

But to meet a further critic. Admittedly the United States have gone ahead, but so have we. But what and where has been our progress. An increase of 440 to 580 in Neutral Territory—a decrease from 560 to 420 in Protected Countries. What will be our position when present neutral ground becomes protected? On the basis of practical experience—not on the useless and plastic generalities which we meet with so frequently in the Free-Trade Press, the only answer can be that our commerce must still further decrease (hear, hear). In my reading I have approached this subject of Free-Trade with a perfectly open mind, and I must confess I have found little which can be called arguments by Free-Traders. The placarding of a country with what are called "Protected leaves" and "Free-Trade leaves" cannot surely find sympathy in the minds of reasonable men (loud applause). Al though I do not use it as an argument, from 1861-1871, wheat per ton in England was 24s. whereas in Germany, where there were the figures for later years. This was the outcome of our being so large a customer that other countries get the surplus cheaper. What is the alternative? Why to grow our own corn, and if we have any patriotism at all, we will see to it that our loyal brethren in Canada shall receive our willing support (loud cheers). It is not only a reasonable but a domestic affair. (Loud applause.) She has appealed to us as a child to her father; she has given us in a few years £4,000,000 worth of trade which was going into other channels (repeated cheers). However, I must not weary you much further myself, but to Cobdenites I should like to make one or two statements. In his time the trade of England, on comparative tables, was enormous, we were *facile princeps* in the world, but under present altered conditions, as I premised, we do not know what even Cobden might say. He practically worked on these axioms, which I quote from his speeches:—"England is and always will remain the workshop of the world." "There will not be a tariff in Europe that will not be changed, in less than five years, to follow our example." "From the first I have always entertained and expressed the conviction that free trade far from permanently injuring the farmers would ultimately tend to their prosperity and independence." How much of a prophet was he in his own country? Put by the side of this Bismarck's minute in Council:—"Decline in Germany's prosperity began when the fiscal policy was altered in the direction of Free-trade." And what really are the proposals before the country? "Free-Traders I should think they would appeal most forcibly. What do we see? England and her colonies at war, bitterly fighting on economic questions. And what is proposed? Why, that all that profess to call themselves Britishers shall join hands in forming a column of mutual defence and support (loud cheers). How naturally the outcome of affection! How damning and disintegrating the present! It will be contended that the matter is too great and complex to be dealt with. What is too difficult for Englishmen? (loud applause.) The German States established their Zollverein; the American States became united; Australia has become a Commonwealth where once each section of the country fought with hatred and jealousy of the other, and the present disturbance is the movement of the waters out of which shall come an Empire—Free! If all the world cannot be free, then England and her Colonies shall be free! (Loud Applause.) Brother shall no longer contend against brother. So drastic a change takes time, but a force which cannot be stayed as its basis is affection will mature it. In the words of Donald Currie—Time will develop this problem and unite us more and more. A common sympathy and loyalty, a thorough union of feeling, and of interest will be developed and some day in joint and cohesive or even Federal linking the British Empire will exhibit the solid strength of an organized force and power such as the world has not yet seen."

Ladies and gentlemen, I leave with confidence my resolution in your hands.— That this meeting, believing that the changes which have taken place during the last fifty years in the conditions under which British trade has been carried on necessitate the reconsideration of the Fiscal system which we as a nation have adopted during that period, welcomes the inquiry which has been instituted by the Home Government with a view to securing for Great Britain Fiscal freedom in her negotiations and commercial relations with foreign countries." (Loud Applause.) Lieut. Sutcliffe, R.A., seconded the resolution. In his remarks he made reference to the prophetic utterances of the late Mr. Gladstone concerning the union of the Empire. Mr. H. Hursthouse then proposed the following amendment:—"That Free Trade is the only practical economic policy for Great Britain." His speech was an exceedingly clever and witty one given to the usual generalisations that characterise Free-Trade arguments, there being no specific grounds in support of the principle contended. The speaker is, however, to be heartily congratulated for putting so much humour into a generally considered dry subject. Mr. Cousland seconded the amendment. Messrs. H. D. Bell, P. H. Holyoake, W. Eversall, W. Ingles, and W. G. Humphreys materially assisted the debate in effective and, in some cases, witty remarks. Put to the meeting, the original resolution was unanimously carried.

THE GERMAN COLONIAL BUDGET.

A D. O. Lloyd wire, dated Berlin 28th ult., states that the German Budget will be presented to the Reichstag immediately after the latter has been opened.

The Budget for Kiautschou shows the following figures, compared with the two last years:—

	Income.	Expenditure.
The Colony's own income M.	500,000	1,000,000
Allowance of the Treasury	12,500,000	12,500,000
Total Marks	13,000,000	13,500,000
EXPENDITURE.		
Administration Mark.	94,000	94,000
Military administration	2,400,000	2,400,000
Joint expenses	1,972,888	1,972,888
P. expenses M.	1,565,748	1,565,748
Harbour Mark	3,473,000	3,473,000
Other Public Works	5,000,000	5,000,000
Participation building	1,284,000	1,284,000
"houses for officers"	300,000	300,000
Planting forests	80,000	80,000
Fortifications	500,000	700,000
Lighthouses, Buoys, etc.	40,000	40,000
Floating dock	1,500,000	1,500,000
Electric Works	200,000	200,000
Extraordinary expenses M.	7,697,000	7,697,000
Reserve funds	9,554	9,554
Permanent expenses	5,267,748	5,267,748
Total Marks	13,000,000	13,500,000

The amount for the purchase and completion of the electric works at Tsingtau became necessary, when the negotiations about a participation of the Government failed in consequence of the too high demands of the owners.

The budgets of the German colonies in the following table:

	1901	1902	1903
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New Guinea, Caroline, Ma.	1,000	800,000	700,000
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Samoa	235,450	250,000	270,000
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Palau Islands	168,400	377,650	305,000
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Shanghai advices dated 30th ult. report business done:—Indo-China at Tls. 56. China Fires at \$87½ at ex. 71½ to Hongkong.

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OCEAN STEAMSHIP CO., LD.
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MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
LASGOW AND LIVERPOOL	"DARDANUS"	On 4th December.
LASGOW AND LIVERPOOL	"YANGTZE"	On 12th December.
LASGOW AND LIVERPOOL	"TYDEUS"	On 20th December.
LASGOW AND LIVERPOOL	"NESTOR"	On 1st January.
LASGOW AND LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "DARDANUS" left Singapore on the 30th ult., and is expected to arrive here on the instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
MARSEILLES, L'DON & A'WERP	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 1st January.
MARSEILLES, L'DON & A'WERP	"YANGTZE"	On 12th January.
MARSEILLES, L'DON & A'WERP	"DIOMED"	On 22nd January.

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FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

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AGENTS.

Hongkong, 2nd December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
S'PORE, SAMARANG AND SOERABAYA	"SHANTUNG"	5th December.
LOILOLO AND CEBU	"NANOHANG"	5th "
SHANGHAI	"CHINKIANG"	5th "
MANILA	"WUHU"	5th "
KOBE	"CHINGTU"	10th "
MANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	30th "

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† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th December, 1903.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th Dec., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 12th Dec., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

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Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 5th December, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,860	FRIDAY, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 1st December, 1903.

K. NAKASHIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

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SINGLE, \$20. RETURN, \$35.

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Hongkong, 8th July, 1903.

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S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 1 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; and Class, \$1; 2nd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including 7 days' Dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamers run an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 7th September, 1903.

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THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

FOR KOBE AND YOKOHAMA.

THE H.A.L. Steamship

"AMBRIA."

Captain Duckstein, will be despatched for the above Ports, on SUNDAY, the 6th proximo, at daylight.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th November, 1903.

FOR SINGAPORE, PENANG AND

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO. LIMITED,
Agents.
Hongkong, 2nd December, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship

"PRONTO."

Captain Grandt, will be despatched for the above Ports on TUESDAY, the 8th proximo, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th November, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 16th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd November, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY."

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to
MCGREGOR BROS. & CO.,
Hongkong, 18th November, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUZ CANAL.

THE Company's Steamship

"HIMIRA."

Captain Lockhart, will be despatched as above on or about MONDAY, the 21st December.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 2nd December, 1903.

Intimations.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 7th April, 1903.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

This successful and highly popular remedy, used in the Continental Hospitals by RICORD, KOSTER, ROBEY, YOUNG, and others, is a medicine of the kind, and surpasses everything hitherto employed.

It is a remedy of the kind, and surpasses everything hitherto employed.

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Quail—Um-Chun.

Rice Birds—Wo Fo Chouk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

Hen—Na

Wild Ducks, Shanghai, Sul-ap

Teal, Shanghai, Sul Ap Chai

Wild Ducks Canton—Sang Shing Sui

Apea—per pair

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hai Yu

Cuttle Fish—Mak Yu

Dab—Sang Mang Yu

Dace—Wong Mei Lun

Dog Fish—Fit Tu Sa

Eels, Congor—Hoi Man Yu

Fresh water—Tam Sui Yu

Yellow—Wong Sin

Frogs—Tien Kai

Garoupa—Sek Pan

Gudgeon—Pak Kip Yu

Herrings—Tso Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mun Yu

Mullet—Chai Yu

Oysters—Sang Hong

Parrotfish—Kai Kung Yu

Perch—Tau Loo

Pike—Fa Paw Poong

Plaice—Pan Yu

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pei Pa Sa

Rock Fish—Sek Kau Kung

Roach—Chun Yu

Salmon, (Cton), fresh water—Ma Yu

Shark—Sa Yu

Skate—To Yu

Shrimps—Ha

Solomon—Lap Yu

Sole—Tat Sa Yu

Tench—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngan Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" (Chefoo)—Tin Chun Ping

" (Ko)

" Small—Hoi Tong

" Custard—Fan Lai Chi

Bananas, fragrant, Canton—Sang Sheng

Shipping.

Arrivals.	
Phoenix, Br. sloop, 1,050, Nicholas, 3rd Dec., Yokohama 24th Nov.	
Akitsu, Jap. sloop, 3,615, Yamaya, 3rd Dec., Amoy 30th Nov.	
Takachiho, Jap. sloop, 3,709, Mari, 3rd Dec., Amoy 29th Nov.	
Chusan, Br. s.s., 2,852, Palmer, 4th Dec., Shanghai 1st Dec., Mails and Gen.—P. & O. S. N. Co.	
Chinkiang, Br. s.s., 1,229, Shaw, 4th Dec., Canton 3rd Dec., Gen.—B. & S.	
Sanuki Maru, Jap. s.s., 3,787, Townsend, 4th Dec., Singapore 27th Nov., Gen.—N. Y. K.	
Ayr, Br. s.s., 1,055, Gibson, 4th Dec., Moji 28th Nov., Coal—M. B. K.	
Wuhu, Br. s.s., 1,239, Richard, 4th Dec., Canton 3rd Dec., Gen.—B. & S.	
Germania, German, s.s., 1,714, Bruhn, 4th Dec., Tsingtau 30th Nov., Beans—J. & Co.	
Holstein, Ger. s.s., 985, Hansen, 4th Dec., Swatow 3rd Dec., Biliast.—J. & Co.	
Rosetta Maru, Jap. s.s., 2,402, Smith, 4th Dec., Mania 1st Dec., Gen.—T. K. K.	
Deuteros, Ger. s.s., 1,001, Frahm, 4th Dec., Canton 3rd Dec., Gen.—S. & Co.	
Daijin Maru, Jap. s.s., 900, Ogata, 4th Dec., Tamsui via Amoy and Swatow 3rd Dec., Gen.—O. S. K.	

Clearances at the Harbour Office.

Taitung, for Shanghai.	
Segovia, for Singapore.	
Phanang, for Swatow.	
Perla, for Amoy.	
P. C. C. Klab, for Swatow.	
Phanang, for Swatow.	
Ellen Rickmers, for Bangkok.	
Kong Heng, for Singapore.	
Prometheus, for Canton.	
Loyal, for Canton.	
Kumano Maru, for Australian Ports.	
Deuteron, for Singapore.	
Segovia, for Singapore.	
Perla, for Canton.	
Taitung, for Shanghai.	

Departures.

Dec. 4.	
Anping Maru, for Swatow.	
Haitan, for Swatow.	
P. C. C. Klab, for Swatow.	
Phanang, for Swatow.	
Ellen Rickmers, for Bangkok.	
Kong Heng, for Singapore.	
Prometheus, for Canton.	
Loyal, for Canton.	
Kumano Maru, for Australian Ports.	
Deuteron, for Singapore.	
Segovia, for Singapore.	
Perla, for Canton.	
Taitung, for Shanghai.	

Passengers arrived.

Per Chusan, from Shanghai for London—Sergt. Rawlings, Mr. J. Stewart, Mr. and Mrs. J. P. Kiley, and Mr. J. Lee. For Hongkong—Messrs. S. E. Moses, R. H. Periwai, A. Burman, Mr. and Mrs. Carret, Messrs. Les. A. Wilke, L. Grotovoh, T. W. Mitchell and 1 assistant, Yok Chee, Chok Sam and C. McAslin. From Yokohama—Mr. and Mrs. E. H. Pearce and maid, and Sergt. Pritchard. For Brindisi—Dr. James F. Browne.	
Per Sanuki Maru from Singapore—Mr. and Mrs. Anderson and child, Mr. R. Harding, Rev. S. Band, Mrs. E. J. Mowar and child, Mr. and Mrs. L. Norton, Messrs. W. D. Sutton, G. A. Thompson, Andrek, Mrs. Kan Bott Seon, and Miss Ah Min. For Kobe—Messrs. G. A. Reed, W. Tomatsune, Mr. and Mrs. Guir, and Mr. J. Hayashi. For Yokohama—Messrs. J. Lancaster, C. S. Currier, K. Tange, Y. Kato, Hingwong and K. Iwasaki.	
Per Rosetta Maru, from Manila—Messrs. Chas. Schlesinger, Mr. and Mrs. Frank Stone, V. H. Meyer, Stewart, Crouch, Fox, H. Shigatani, S. Oisuru, Ling Jung, Yee See, and 37 Chinese.	

Passengers departed.

Per Kaifong, for Manila—Mr. and Mrs. A. Albert, Misses C. Duan, C. Lopez, Messrs. J. Niebuhr, S. Hashin, J. Murray, J. A. Traw, W. J. Lambert, J. O'Brien and U. Signa.	
Per Janchie, for Saigon—Major C. C. Carter, Rt. Rev. C. E. Brent, Dr. J. Albert, and Mr. C. J. Anull. For Singapore—Mr. L. C. Pareto. For Marseille—Messrs. W. D. Welsh and J. Fritsimmons.	
Per Salazar, for Shanghai—Mr. and Mrs. C. W. Otwell, H. E. Kiang, Messrs. J. M. Unger, F. Praneup, J. H. Hooper, S. King Sun, A. Saudin, M. Belina, Mr. and Mrs. Knapp, Rev. Sallan and Nourry. For Yokohama—Mr. W. C. Greaves.	
Per Perla, for Manila—Mr. and Mrs. Wm. H. Ware. For Cebu—Messrs. Jose Bonda and Gabriel Balasano.	

Hongkong & Whampoa Dock Returns.

H.M.S. Amphitrite, at Kowloon Dock.	
H.I.G.M.S. McEwen, " "	
Anpho, " "	
U.S.S. Zafiro, " "	
Kiangtung, " "	
U.S.S. T. Sacramento, " "	
Wingchai, " "	
Chwshan, " "	
Kaipati, " "	
Tai-lue, " "	
Hankow, " "	
Salamanga, " "	
U.S.S. Ajax, " "	
Phu Yen, " "	

Steamers Expected.

Vessels	From	Agents	Due
Simla	Singapore	P. & O. Co.	Dec. 5
Capri	Singapore	C. & Co.	Dec. 5
Sungkiang	Manila	B. & S.	Dec. 5
Tosa Maru	Shanghai	N. Y. K.	Dec. 5
Kiangtung	Singapore	J. M. & Co.	Dec. 5
Kiautschou	Singapore	J. M. & Co.	Dec. 5
Tientsin	Singapore	P. & O. Co.	Dec. 5
Chingiu	Singapore	P. & O. Co.	Dec. 5
America Maru	Japan	P. & O. Co.	Dec. 8
Indramaha	Japan	P. & O. Co.	Dec. 8
Tartar	Victoria	N. P. Co.	Dec. 13
Victoria	Victoria	N. P. Co.	Dec. 13
San Feisco	San Feisco	P. M. Co.	Dec. 15
Emp. of China	Vancouver	C. P. R. Co.	Dec. 21
Gaelic	San Feisco	C. P. R. Co.	Dec. 23

Ships Passed the Canal.

Onward—13th November—Satsuma, Yang Renan, 724, Ques, Mary, Japan, Wurzburg.	
17th November—Kauichou, St. Athia, 20th November—Annam, Geruich, Haka Maru, Dragonan, Anku, Min, Ruyler, Auchenog, St. George, 25th November—Siamoa, Aleia, Indago, Cloverburn, Glenloch, Tyleut, 18th November—Pyrrhus, Crusader, Tyleut, 1st December—Geyern, Howick Hall, Badenau, Dreischel, Gloanin, Palermo.	
Homeward—13th November—Vindobona, 17th November—Borneo, 25th November—Sambira, Roan, 28th November—Idonensis, 1st December—Java, Wakasa Maru, Pakling.	
Arrivals at Home—13th November—Danzberg, Inaba Maru, Konigsberg, Andulula, 17th November—Socotra, 17th November—Seydlitz, Braemar, Hencleuch, Ernest Simon, 20th November—Persia, 28th November—Hilachi Maru, 1st December—Agamemnon, Absentia, Kentmere, Yarra.	

Vessels in Port.

STEAMERS.

An Pho, Br. s.s., 996, Kynoch, 30th Nov.,— Saigon 24th Nov., Gen.—B. & Co.
British Monarch, Br. s.s., Walker, 30th Nov.,— New York 3rd Oct., and Singapore 21st Nov., Case Oil—Chinese.
Canton, Br. s.s., 1,110, Muir, 3rd Dec.,— Wei-hai-wei via Chefoo and Swatow 27th Nov., Gen.—J. M. & Co.
Chungang, Br. s.s., 1,418, Cox, 30th Nov.,— Sourabaya 19th Nov., Sugar—J. M. & Co.
Chwshan, Br. s.s., 1,285, Jenkins, 20th Nov.,— Samarang 10th Nov., Gen.—B. & Co.
Clara Jessen, Ger. s.s., 1,103, Bendixen, 30th Dec.,—Haiphong 26th Nov., and Hoilow 20th, Rice and Gen.—J. & Co.
Coptic, Br. s.s., 2,744, Beadnell, R.N.R., 28th Nov.,—San Francisco 31st Oct., Honolulu 7th Nov., Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai (Wooing) 26th, Mails and Gen.—O. S. S. Co.
Denbighshire, Br. s.s., 2,488, Evans, 3rd Dec.,— London 7th Oct., and Singapore 24th Nov., Gen.—S. T. & Co.
Eastern, Br. s.s., 3,600, Ellis, 20th Nov.,— Melbourne 21st Oct., Sydney 29th, and Manila 17th Nov., Gen.—G. L. & Co.
Elisabeth Rickmers, Ger. s.s., 9,97, Nebinger, 23rd Nov.,—Bangkok and Swatow 13th Nov., Rice—A. K. & Co.
Empress of Japan, Br. s.s., 3,003, Beeshaw, R.N.R., 24th Nov.,—Vancouver 3rd Nov., and Shanghai 22nd, Mails and Gen.—C. P. R. Co.
Nagasaki, Br. s.s., 2,220, Nov. 22nd, Mails and Gen.—C. P. R. Co.
Hangsang, Br. s.s., 1,376, Wilde, 2nd Dec.,— Canton 1st Dec., Gen.—Chinese.
Taiichu, Br. s.s., 739, Merice, 2nd Dec.,— Haiphong and Hoilow 1st Dec., Gen.—A. R. M.
Keongwai, Ger. s.s., 1,115, Moller, 1st Dec.,— Bangkok 20th Nov., Teak-square, Rice and Gen.—B. & S.
Kohsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.,— Bangkok and Ang Hin 21st Nov., Rice—B. & S.
Koun Maru, Jap. s.s., 1,789, Minamikawa, 2nd Dec.,—Kobe 28th Nov., Coal and Gen.— Tan Yok Chon.
Lightning, Br. s.s., 2,122, Spence, 1st Dec.,— Calcutta 14th Nov., Penang and Singapore 25th, Gen.—D. S. & Co., Ltd.
Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov.,—Bangkok 2nd Nov., Rice—A. K. & Co.
Nanchang, Br. s.s., 1,050, Robinson, 26th Nov.,—Tientsin via Chin-wan-tau and Chefoo 22nd Nov., Ballast—B. & S.
Petarch, Ger. s.s., 1,251, Ahrens, 11th Oct.,— Sourabaya 30th Sept., Sugar—S. W. & Co.
Phu Yen, Fr. s.s., 1,798, Thomas, 30th Nov.,— Saigon 25th Nov., Rice, Flour and Gen.—B. & Co.
Pronto, Nor. s.s., 838, Seeborg, 2nd Dec.,— Canton 1st Dec., Gen.—Chinese.
Segovia, Ger. s.s., 3,360, Forck, 2nd Dec.,— Moji 27th Nov., Coal—H. A. L.
Trios, Ger. s.s., 1,033, Kneft, 25th Nov.,— Saigon 19th Nov., Rice-flour and Gen.—S. & Co.
Windor, Br. s.s., 1,852, Booth, 24th Nov.,— Moji 18th Nov., Coal—B. & Co.
Zafiro, Br. s.s., 1,611, Rodger, 1st Dec.,— Manila 28th Nov., Gen.—S. T. & Co.

STEAMERS.

Melbourne 21st Oct., Sydney 29th, and Manila 17th Nov., Gen.—G. L. & Co.

Elisabeth Rickmers, Ger. s.s., 9,97, Nebinger, 23rd Nov.—Bangkok and Swatow 13th Nov., Rice—A. K. & Co.

Empress of Japan, Br. s.s., 3,003, Beeshaw, R.N.R., 24th Nov.—Vancouver 3rd Nov., and Shanghai 22nd, Mails and Gen.—C. P. R. Co.

Nagasaki 22nd Nov., Gen.—J. M. & Co.

Hangsang, Br. s.s., 1,376, Wilde, 2nd Dec.—Canton 1st Dec., Gen.—J. M. & Co.

Taiichu, Fr. s.s., 739, Merice, 2nd Dec.—Haiphong and Hoilow 1st Dec., Gen.—A. R. M.

Keongwai, Ger. s.s., 1,115, Möllermann, 1st Dec.—Bangkok 20th Nov., Teak-square, Rice and Gen.—B. & Co.

Kohsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.—Bangkok and Ang Hin 21st Nov., Rice—B. & S.

Koun Maru, Jap. s.s., 1,789, Minamikawa, 2nd Dec.—Kobe 28th Nov., Coal and Gen.—Tan Yok Chon.

Lightning, Br. s.s., 2,122, Spence, 1st Dec.—Calcutta 14th Nov., Penang and Singapore 25th, Gen.—D. S. & Co., Ltd.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov., Rice—A. K. & Co.

Nanchang, Br. s.s., 1,050, Robinson, 26th Nov.—Tientsin via Chin-wan-tau and Chefoo 22nd Nov. Ballast—B. & S.

Petarch, Ger. s.s., 1,251, Ahrens, 11th Oct., Sourabaya 30th Sept., Sugar—S. W. & Co.

Phu Yen, Fr. s.s., 1,798, Thomas, 30th Nov., Saigon 25th Nov., Rice, Flour and Gen.—B. & Co.

Pronto, Nor. s.s., 838, Seeborg, 2nd Dec., Canton 1st Dec., Gen.—Chinese.

Segovia, Ger. s.s., 3,360, Forck, 2nd Dec., Moji 27th Nov., Coal—H. A. L.

Trios, Ger. s.s., 1,033, Kneft, 25th Nov., Saigon 19th Nov., Rice-flour and Gen.—S. & Co.

Windor, Br. s.s., 1,852, Booth, 24th Nov., Moji 18th Nov., Coal—B. & Co.

Zafiro, Br. s.s., 1,611, Rodger, 1st Dec., Manila 28th Nov., Gen.—S. T. & Co.

SAILING VESSELS.

Co.
hu Yen, Fr. s.s., 1,798, Thomas, 30th Nov.,
Saigon 25th Nov., Rice, Flour and Gen.—
B. & Co.
ronto, Nor. s.s., 838, Seeberg, 2nd Dec.,
Canton 1st Dec., Gen.—Chinese.
egovia, Ger. s.s., 3,660, Francis, 2nd Dec.,
Mojil 18th Nov., Coal.—H. A. L.
rrios, Ger. s.s., 1,033, Kraefz, 25th Nov.,
Saigon 19th Nov., Rice-flour and Gen.—
S. & Co.
Vindso, Br. s.s., 1,852, Booth, 24th Nov.,
Mojil 18th Nov., Coal.—B. & Co.
afiro, Br. s.s., 1,611, Rodger, 1st Dec.,
Manila 28th Nov., Gen.—S., T. & Co.

SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.,
Shanghai 16th Oct., Gen.—S. O. Co.
Glendon, Br. ship, 1,823, Morrison, 8th Nov.,
New York 26th June, Gen.—S. O. Co.
Lillebonne, Am. sch., 708, Finmen, 6th Oct.,
Manila 18th Sept., Ballast.—D. & Co.,
Helena Wyman, Am. bq., 1,571, Vanthou, 10th
Aug., Singapore 1st Aug., Ballast.—
Master.

Post Office.

Mails will close for—	
Manila—Per Zafiro, 5th Dec., 9 A.M.	
Haiphong—Per Hanoi, 5th Dec., 9 A.M.	
Manila—Per Rosetta Maru, 5th Dec., 10 A.M.	
Kobe and Yokohama—Per Sanuki Maru, 5th Dec., 10 A.M.	
Europe, India, via Tuticorin—Per Chusan, 5th Dec., 11 A.M.	
Iloilo and Cebu—Per Nanchang, 5th Dec., 11 A.M.	
Macao—Per Heungshan, 5th Dec., 1.15 P.M.	
Shanghai—Per Hangzhou, 5th Dec., 3 P.M.	
Singapore, Samarang and Sourabaya—Per Shantung, 5th Dec., 3 P.M.	
Shanghai—Per Chinkiang, 5th Dec., 3 P.M.	
Kongmoon, Kiumchee and Saishui—Per See Yip, 5th Dec., 4 A.M.	
Kobe and Yokohama—Per Andria, 5th Dec., 5 P.M.	
Namtau—Per Taichun, 6th Dec., 9 A.M.	
Sanbu—Per Hoi Fu, 6th Dec., 9 A.M.	
Macao—Per Wingchai, 6th Dec., 9 A.M.	
Canton—Per Poyan, 6th Dec., 9 A.M.	
Shanghai—Per Wuhu, 7th Dec., 3 P.M.	
Straits and Calcutta—Per Lightning, 8th Dec., 2 P.M.	
Shanghai, Chemulpo, Dalny and Port Arthur—Per Pronto, 8th Dec., 4 P.M.	
Europe, India, via Tuticorin—Per Erna Heinrich, 9th Dec., 11 A.M.	
Manila—Per Sungkiang, 9th Dec., 3 P.M.	
Kobe—Per Chingtu, 10th Dec., 3 P.M.	
Manila—Per Rabi, 12th Dec., 9 A.M.	
Straits and Bombay—Per Capri, 12th Dec., 11 A.M.	
Europe, India, via Tuticorin—Per Armand Behle, 15th Dec., 11 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 16th Dec., 11 A.M.	
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Eastern, 16th Dec., 11 A.M.	
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 30th Dec., 3 P.M.	

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory—
On the 4th at 11.55 a.m. the barometer has fallen over N. China, E. Japan and the Philippines.
Probably a depression is developing over the S. part of the Philippine archipelago.
The anticyclone is still central over Mid China, and a low pressure area is lying to the N.E. of Japan.
The monsoon will decrease in strength along the China coast but continue to blow hard over the China Sea.
Forecast—fresh N. to N.E. winds; fine.

CHINA COAST METEOROLOGICAL REGISTER.

Bar. Th. Hu. Wind W.	Th. Hu. Wind W.
December 4th, 1903, a.m.	
Vladivostok, 7 a.m.	—
Nemuro, 6 a.m.	29.61
Hakodate, 6 a.m.	29.61
Tokio, 6 a.m.	29.61
Kobe, 6 a.m.	29.61
Nagasaki, 6 a.m.	29.61
Kagoshima, 6 a.m.	29.61
Naha, 6 a.m.	29.61
Ishigaki, 6 a.m.	29.61
Taiichu, 6 a.m.	29.61
Tainan, 6 a.m.	29.61
Koshu, 6 a.m.	29.61
Pescadore, 6 a.m.	29.61
Wei-hai-wei, 6 a.m.	29.61
Amoy, 6 a.m.	29.61
Swatow, 6 a.m.	29.61
Canton, 6 a.m.	29.61
Hongkong, 6 a.m.	29.61
Victoria Peak, 6 a.m.	29.61
Gap Rock, 6 a.m.	29.61
Macao, 6 a.m.	29.61
Haiphong, 6 a.m.	29.61
Batavia, 6 a.m.	29.61
Hilo, 6 a.m.	29.61
Cebu, 6 a.m.	29.61
C. St. James, 6 a.m.	29.61

VISITORS AT THE HOTELS.

KING EDWARD.	THOMAS.
Carter, H. B.	Hill, H. K.
Hale, Mrs. M. P.	Hough, Dr.
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